

## Road and Trail Designation Changes Between the 2013 and 2014 Motor Vehicle Use Map - Updated 3/1/2014

Road Number / Location	Comment Received identifying an issue with the 2013 MVUM Map	District	RESOLUTION Process	Coconino National Forest Response	RESOLUTION
92	The hard copy MVUM shows camping corridor only on the south side of the road, but the electronic version and the GIS database shows the camping corridor on both sides of the road.	Mogollon Rim	Correction for 2014 MVUM	The MVUM should show the 300-foot corridor on the 92 on both sides of the road... it is unclear why the printed version does not show the 300-foot corridor on the north side?	It is a very short corridor, and it appears the annotation for the road number seems to be covering the symbol for motorized dispersed camping north of the road here. This is a printing error and should be fixed on the 2014 map.
92	The camping corridor is indicated to be on the south side of the 92 road, but on the ground that area is dense with trees and there is not one previously established site. Because of the regulations outlined by TMR, people are creating new roads and campsites on the south side of the road further exasperating our problem of resource damage. In addition to the new camping sites being established people are constructing new fire rings in areas that are thick with fuel. This is definately a concern for me from a fire prevention standpoint. I think that to help prevent human caused fires we need to be directing people to already established and impacted campsites.	Mogollon Rim	Correction for 2014 MVUM	While this would be a good area for camping if there wasn't a dog-hair thicket, it is currently not feasible for use and should be removed to avoid confusion or to avoid illegal tree cutting. We receive regular complaints from the public that this corridor is misleading because it is blocked by trees and should be removed from the map. If ever thinned, this corridor should be added back on.	Remove for 2014 MVUM. But this has been cleared in the 2011 TMR EIS, so if thinned, should be added back on to the MVUM.
126	The dispersed camping corridor on this road between 233B and 233A is not more than 1/4 mile from a pond or tank	Flagstaff	Correction for 2014 MVUM	She is referring to the state law that no camping is allowed within 1/4 mile of a critical water, and this portion of 126 is near Morgan Tank. People do camp at the tank regularly, but not every pond or tank is a critical water. This was discussed with AZGFD on 9/19/2013 - they said that most of the time camping near a water tank can be OK, however, the state law applies when camping <1/4 mile from a tank will affect the ability of wildlife to access the water. Since this is one of the only waters in this part of the Forest, it is a good idea to remove the camping corridor within 1/4 mi of the tank to make sure that those who actually camp in this corridor are not cited for violating State law.	Remove camping corridor within 1/4 mile of Morgan Tank
132	Remove camping corridor on north side of FR 132 in Pine Grove Quiet Area. This would be between the intersection of 132 and 90E to the int of 132D and FR 90.	Flagstaff	Correction for 2014 MVUM	This Pine Grove seasonal closure is in the Forest Plan. Removing the camping corridor on the north side of the road would be in-line with existing management and the Forest Plan, which prohibits camping and motor vehicle use in the Pine Grove Quiet Area during the late summer and fall season.	Remove camping corridor on the north side of 132.

141	Remove camping corridor along parts of this road where one cannot drive off the road. There are very few places to pull off to dispersed camp due to steep slopes and heavy fuels. Consider replacing corridor with spur roads for camping.	Mogollon Rim	Correction for 2014 MVUM	Remove camping corridor from 6101 to 6098 because it is impossible to drive off the road here. This keeps the corridor on parts of the 141 where there are existing hardened campsites, but removes it from the road where it is impossible to camp.	Remove designation of 300-foot corridor between 6101 and 6098.
142	To be consistent with adjacent portions of this road the east portion of 142 would be better designated as street legal only.	Mogollon Rim	Correction for 2014 MVUM	Change to highway legal vehicle for consistency with adjacent portions of the road. Would not reduce access for any type of "all vehicle" road connectivity and would provide for more consistency of road designations, making the MVUM map easier to use.	Change to highway legal vehicles designation
142	Wants 142 designated for "all vehicles" west of intersection with 142C. The road is not maintained west of 142C (a sign even states this) and there is no way 95% of licensed vehicles can travel that section of road. This would help in networking with the other roads in the area.	Mogollon Rim	Correction for 2014 MVUM	The FS agrees, this is an extremely rough road.... Best driven with an ATV and not viable for low clearance vehicles. Showing the road as a "highway legal vehicles only" designation would likely be misinterpreted by forest users to mean it is a gravelled road for passenger vehicle use. So, for safety reasons, it would be better to show this road as "all vehicles". There are no safety concerns on this portion of the route from mixed traffic. Should be designated "all vehicles" west of 142C.	Change designation from 'highway legal' to 'all vehicles'.
144	Area on north side of 144 is very steep and not a viable 300-foot corridor for motorized camping.	Mogollon Rim	Correction for 2014 MVUM	Checked by Jill Oertley 8/28/2013. Found the 300-foot corridor provides access to existing campsites on the east side from intersection with 149 to 9382J; and on the west side keep approx 1.5 miles of the corridor (Jill took a lat /long). There is one non-system road that connects to 9267N, which also has some existing campsites, but this is at the head of a drainage and only provides access to a single campsite. So removing a portion of the 300-foot motorized camping corridor along a portion of this road where no driving off-road to camp is viable due to topography and/or vegetation is expected to make the MVUM easier to use.	Remove center portion of 300-foot corridor.
149	To be consistent with adjacent portions of this road and with 142 it would be better for these to be designated as Hwy legal only	Mogollon Rim	Correction for 2014 MVUM	Change to highway legal vehicle for consistency and is more simple to understand. There would be no effects to forest users because both sides of the route are only accessible via roads with the same designation.	Change to highway legal vehicles designation
213	The 213 road, between I-17 and 229, is deemed a camping corridor along the right side for miles when really there are only two camping locations off of this road and a fence along-side the road for the rest of the length. Are we really going to encourage camping up to 300 feet off the side of a road that we have fenced 30 feet off the road? I recommend removing it as a camping corridor and then the two spots that are actually used for camping are associated with FS roads 9240W and 213F so they could camp in these locations any way within 30 feet off these road which by the impacts on the ground is roughly where folks are camping anyway	Red Rock	Correction for 2014 MVUM	This camping corridor is blocked by a ROW gate and there is no evidence of camping along the road here. Also, it is not desirable because it is along a paved road with high-speed traffic. 213F is already a camping corridor. 9240W is a designated road. Field surveys the summer of 2012 and aerial photos show that when people park vehicles here to camp nearby, the vehicles are generally parked within 30 feet of the road, so no camping corridor is needed.	Remove camping corridor on 213 between I-17 and 229.

<b>213</b>	Camping corridor on north side of 213 north of intersection of 229 is in rattlesnake quiet area. Remove camping corridor on the north side of the road so it doesn't conflict with the rattlesnake quiet area closure.	Red Rock	Correction for 2014 MVUM	Remove designation of corridor in Rattlesnake Quiet Area to be in-line with existing management and the Forest Plan, which prohibits camping and motor vehicle use in the Pine Grove Quiet Area during the late summer and fall season.	Remove 300-foot corridor designation on north side of road.
<b>214</b>	The corridor on this route from 214A to 9241K should be removed on the south side because there is no viable camping it is all on a hill.	RRRD	Correction for 2014 MVUM	There is no viable camping on the south side of this road. Removing this portion of the 300-foot motorized camping corridor would have no impact to forest users because driving off of the designated route is not feasible in this area. This correction will make the MVUM easier to use by Forest visitors.	Remove 300-foot corridor on the south side of the road
<b>215</b>	Camping corridor on this road from 618 to 9247L should be removed from the north side of the road because there is a fence here and one cannot drive off the road.	RRRD	Correction for 2014 MVUM	No potential to use this 300-foot corridor on the north side of the road. Removing this portion of the 300-foot motorized camping corridor would have no impact to forest users because driving off of the designated route is not feasible in this area. This correction will make the MVUM easier to use by Forest visitors.	Remove the corridor on the north side of the road from designation.
<b>215</b>	The Bull Pen area is a day use area as of Fall 2013 and the camping corridor should be removed to be consistent with the day use area.	RRRD	Correction for 2014 MVUM	The area has been changed to day use, so the camping corridor would be inconsistent with this. Thus, this would be an update to the MVUM based on the 2013 decision to institute a closure in the Bull Pen area to limit overnight camping.	Remove camping corridor 1 mile from developed site up to existing gate.
<b>236</b>	The camping corridor on 236 between 700 and 6391 was visible on the 2012 MVUM, but is missing on the 2013 MVUM. This is a really good and well-worn campsite.	Flagstaff	Correction for 2014 MVUM	It appears that making the 300-ft motorized camping corridor symbology bigger ( a change made from the 2012 to 2013 MVUM) changed the way the 300-foot corridor is displayed on the map. Even though the 300-foot corridor is still there (and can be seen on electronic format), it is not displayed on the 2013 MVUM paper map. The problem here is that the corridor at this location is 1/4 mile, but the scale of the map cannot accurately depict this.	Edit map annotation to force this corridor to show on the paper copy.
<b>239</b>	The existing 300-foot corridor between FR 80 and 239A should be removed from the south side of the road, because this side of the road includes the Rattlesnake Quiet Area, which is closed in the late summer/fall. Allowing this camping corridor on the south side will establish new campsites, which will cause problems enforcing this closure.	Flagstaff	Correction for 2014 MVUM	The existing 300-foot corridor between FR 80 and 239A should be removed from the south side of the road, because this side of the road includes the Rattlesnake Quiet Area, which is closed in the late summer/fall. This modification of the MVUM would make the 300-foot camping corridor designation in-line with existing management and the Forest Plan, which prohibits camping and motor vehicle use in the Quiet Area during the late summer and fall season.	Remove 300-foot corridor from south side of the road.
<b>301</b>	This past weekend I went down 301 on my bike (just west of Walnut Canyon) and noticed that my TMR GPS showed 301 veering off to the right, when in actuality it went straight for a ways and then cuts back sharply. I took a shot of my Garmin so you could see what I am talking about. It should be updated on the GPS version and print version too.	Flagstaff	Correction for 2014 MVUM	This seems to be an alignment change to better reflect the existing on-the-ground situation. This alignment change would have no effect on Forest visitor access, and would make the MVUM map easier to use.	Update alignment of 301 based on this data.
<b>503</b>	From 260 to Camp Verde private this road is not being used and is causing water to channel and flow directly into private on camp verde.	Red Rock	Correction for 2014 MVUM	This road is no longer drivable by motor vehicles. Road is not even accessible from Hwy 260 and thus this is an error and the road should be removed from designation.	Remove designation of road from 260 to private land boundary.

<b>513</b>	The north side of 513 just east of 95 is a popular camping area with fire rings, hardened ground and no camping corridor. The south side of the road just west of 513C has a camping corridor, but noone camps here.	Mogollon Rim	Correction for 2014 MVUM	This is an annotation problem where the road number is completely blocking the "dots" indicating the presence of a 300-foot motorized camping corridor.	Modify annotation so the 300-foot motorized camping corridor on the north side of the road is shown and not blocked by the road number.
<b>535</b>	This road was realigned a few years ago, connecting 231 through 9019B to 535F. This re-alignment should be reflected on the MVUM.	Flagstaff	Correction for 2014 MVUM	The GIS shows the realignment, but it needs to be shown on the MVUM.	Reflect this realignment on the 2014 MVUM
<b>618</b>	There are no camping areas along the very southern portion of this road. The slope and range fences make driving off road to camp not possible.	Red Rock	Correction for 2014 MVUM	Remove camping corridors on the southern part of this road due to topography, fencing, and arch sites. This would have no effect on Forest users since this area is inaccessible to motor vehicles. This action would correct a misrepresentation on the MVUM and make it easier to use.	Remove camping corridor.
<b>618</b>	The 300-foot corridor from the 215 intersection south for approximately 1 mile should be removed from the south/east side of the road because there is a steep slope here that cannot feasibly be used.	RRRD	Correction for 2014 MVUM	Not feasible for driving off road and/or camping. This action would correct a misrepresentation on the MVUM and make it easier to use.	300-foot motorized camping corridor removed from the south side fo the road.
<b>630</b>	Remove the portion of 630 that is east of the private property boundary.	Mogollon Rim	Correction for 2014 MVUM	There is no public easement through the private property at the end of 630, so the road should not be designated as a public road past the private here (since noone but the landowner can legally access it). This action would correct a misrepresentation on the MVUM and make it easier to use.	Remove designation of 630 east of its intersection with the private land.
<b>665</b>	Remove 300-foot corridor from west side of road	Red Rock	Correction for 2014 MVUM	The west side of the road is in the Rattlesnake Quiet Area. This modification of the MVUM would make the 300-foot camping corridor designation in-line with existing management and the Forest Plan, which prohibits camping and motor vehicle use in the Quie Area during the late summer and fall season.	Remove 300 foot corridor on the west side of the road.
<b>741</b>	The MVUM appears to show 741 as a through road from the I-17 off-ramp, but it is signed as private property and closed on the ground.	Flagstaff	Correction for 2014 MVUM	Linda Fox confirmed on 6/12/2013 that there is no FS public easement on the 741 road through private at the Foxboro Ranch exit and this road should not be designated to more accurately show which routes are open to public motorized use.	Remove designation of 741 from I-17 through private. Need to see if the 741 east of private and west of 127 is accessible and gets use.
<b>751</b>	Closed after parking area - should be open?	Mogollon Rim	Correction for 2014 MVUM	The 751 road was depicted on the 2013 MVUM as stopping at the Salt River Project property line. This route has traditionally been open to the public. Confirmation of public easement here will allow traditional access to the dam parking area would provide additional access to several fishing spots. It also allows additional access for those going to this area for camping, parking, etc. The current boatramp parking gets overrun and there is nowhere for all of the folks to go here.	Extend designation of road to include established parking area and turn-around area.
<b>760</b>	The annotation on the map shows thre number "760" to far north, where the road is actually 191C (it is at this point where 760 makes a 90-degree turn west). The signage is correct on the ground.	Flagstaff	Correction for 2014 MVUM	Change annotation so the 760 road number is shown adjacent to 760. This is a minor annotation change and will have no effect on Forest visitors as it is a correction to fix a misrepresentation on the MVUM.	Change annotation so the 760 road number is shown adjacent to 760.

<b>764</b>	This road doesn't connect through from I-40 to 82 as shown on the MVUM	Flagstaff	Correction for 2014 MVUM	The 2007 East Flagstaff Substation Environmental Assessment approved a substation to be built on this road, which has since been constructed and now completely blocks through traffic along 764. So, this would be an update to the MVUM to be in-line with a prior decision made via the National Environmental Policy Act planning process. The general area is still accessible by 82. Keeping the remaining portions of 764 as designated is helpful for providing access to a known shooting pit.	Remove portion of 764 that is now blocked by an APS substation.
<b>794</b>	There is no FS easement through the private land on the east side of 794. This road has been gated on either side of the private so that vehicles cannot continue to drive through.	Flagstaff	Correction for 2014 MVUM	Steve Martinet confirmed on 7/18/2013 that FS does not have an easement through the private on this road.	Remove designation from the 794 where it goes through private land.
<b>800</b>	800 and 9947 are only accessible by roads with seasonal closures, thus these roads should be seasonally closed as well	Red Rock	Correction for 2014 MVUM	No other access to this road except via seasonal roads. This change would make the map more consistent and easier to use.	Change to seasonal designation same as the north part of 800.
<b>944</b>	The MVUM shows the whole road designated, but the north part of this road goes through a meadow and has drainage issues. The main actual access in this area is via the 9350J and 9250K (which also provides access to the powerline). This is an error which should be changed to protect the meadow and watershed.	Mogollon Rim	Correction for 2014 MVUM	The north part of 944 should be replaced with designation of 9250J and 9250K designated for all vehicles to remove designation of 944 in a wet meadow. Would not affect connectivity or access.	Remove designation of north part of 944 and add designation of 9250J and 9250K.
<b>6149</b>	I went down 668D and then took 6149 southeast, thinking it would go through and continue on the 506 like it shows on the map. It didn't. There is a sign saying, "road closed for resource protection at the boundary between private and Forest, so 6149 does not go through to 506 as shown on the 2013 MVUM.	Flagstaff	Correction for 2014 MVUM	This is an error. It appears the Rio de Flag was mistaken for a road at some point and identified as a road in our Forest database. This change will fix a clear misrepresentation on the MVUM and make it easier to use.	Remove 6149 section so it doesn't show connecting through private.
<b>122C</b>	the area that my wife and I liked to camp in which is the Pivot rock canyon and West clear creek area especially along the Area of Forest Rd. # 122-C . My problem with 122-C is that at the point the road veers away from the highway parking is forbidden more than 30 feet from the road ,so the place where we have to camp now is very noisy. 122-C is very rugged past this point and few campers go past this area, there are only a few campsites past this point and in the more than 30 years that we have camped in this area it has not changed at all .	Mogollon Rim	Correction for 2014 MVUM	The 300-foot motorized camping corridor on 122C continues for 1.5 miles from the intersection with Hwy 87. But after re-reading the comment and re-looking at the designation it appears the 300-foot motorized camping corridor on 122C doesn't connect all the way to Hwy 87... this is an error (and is only visible on the electronic map and not on the paper copy of the MVUM). The 300-foot motorized camping corridor was somehow off-set from the road layer and needed a <0.1 mile adjustment to show the 300-foot motorized camping corridor going all the way to the 122C/Hwy 87 intersection.	Extend camping corridor 0.1 mi to connect all the way to Hwy 87.

<b>127A/864</b>	These routes are shown to connect on the MVUM, but they don't clearly connect on-the-ground as shown on the MVUM, which shows them connecting through the middle of roundup park. From the 127A side, the road becomes a track and it gets confusing which track is the designated one.	Mogollon Rim	Correction for 2014 MVUM	This was checked by two FS employees (second check was 9/23/2013), the roads go to a meadow and do not connect. The 127A seems to disappear when it hits the meadow. Unlike the MVUM, the road stays in the trees and does not go into the meadow. This is a realignment to change the map to show where the roads actually occur on the ground. This would have no impact on Forest users other to make the MVUM easier to use. This change would have the added benefit of showing the road outside of the meadow, which in the past likely led to motor vehicle use in the meadow.	re-align the 127A to go along treeline to connect to 864 rather than through the middle of Roundup Park. The 7/5" quad shows the correct alignment.
<b>132/132A</b>	132 at 132A intersection. The map shows the 300-foot camping corridor map is showing in the location of the springs, whereas the dispersed campsites on the other side of the road show no dots.	Flagstaff	Correction for 2014 MVUM	The designated 300-foot camping corridor is in the aspen area as shown on aerials, but the dots aren't showing on the MVUM map. Cannot camp off of the 132A rd due to topography, so this should be removed. The camping corridor on 132 near Weimer Springs should be removed within 1/4 mile to comply with state law according to AZGFD. Approximately 1/8 of a mile of the camping corridor on 132 should be removed to remove impacts to Weimer Springs as a wildlife water. The camping corridor is shown on the wrong side of the road. It is currently shown on the south/west side, where driving off-road to camp is not feasible. All camping occurs on the north/east side where there is an aspen patch.	Remove camping corridor on 132A. Switch camping corridor from south side of 132 to north side, where it is on one side. Remove 1/8 mi of the corridor where it is closest to Weimer Spring.
<b>142C</b>	Replace with 9353F. The 142C is in an open flat meadow-like area that gets muddy and hard to traverse.	Mogollon Rim	Correction for 2014 MVUM	The 9353F was recently established as the main road to bypass the south portion of 142C as part of wildfire suppression and management efforts during response to the 2013 Egypt Fire. This change is not expected to affect access to Forest visitors and is expected to slightly decrease watershed impacts by facilitating motor vehicle use on the more sustainable road.	Replace designation of 142C with 9353F.
<b>215A</b>	The road is shown as going much farther than the actual vehicle access.	RRRD	Correction for 2014 MVUM	The MVUM shows the road continuing on past where vehicles can actually go. This change is expected to fix a misrepresentation on the MVUM map and would have no effect on Forest visitors.	Remove designation south of blockade
<b>219A</b>	This road was recently re-aligned as part of the Mormon Basin thinning operation. Needs to be GPSd	Flagstaff	Correction for 2014 MVUM	This is an update to the MVUM. The road realignment was approved in the Mormon Lake Basin Fuels Reduction NEPA decision. It was implemented in 2013 and is now ready to be reflected on the MVUM map.	Updated with GPS data provided by FRD personnel.
<b>231A</b>	Road just north of Turkey Butte is signed as 538D on the ground, but is shown on MVUM as 231A.	Flagstaff	Correction for 2014 MVUM	Flagstaff District went out to replace the signage, but said it would be better to change the road numbers on the map because there are several major wood-routed road signs here. The signage matches historical topo maps of the area. Would be inefficient to replace all the signage and confuse Forest users. More cost efficient and historically accurate to just change the MVUM.	Switched road numbers on portions of the 231A and 528D roads to align with existing signage and older 7.5" USGS quad maps

<b>231N</b>	Remove designation from 0.75 mi on east end of 231N there is a locked gate preventing access to the Woody Ridge Quiet area here.	Flagstaff	Correction for 2014 MVUM	There is no Woody Ridge Quiet Area designated through the Forest Plan or other previous NEPA... this was an idea that came up during project planning in this area, but it was never approved. There is a locked gate here, which was installed for wildlife protection as part of the Woody ridge NEPA and to prevent illegal oakwood cutting and to protect the wildlife migration corridor here. This road is likely used for access to State Trust land, and so is not a good candidate for decommissioning, but should be removed on the MVUM to reflect current management of the route and previous NEPA decisions for resource protection.	Remove designation past the locked gate as this has been a locked gate for approximately a decade.
<b>418B</b>	Should open existing section from 151 to locked gate.	Flagstaff	Correction for 2014 MVUM	This road leads to a parking area near little spring at a gate, which is approximately 1/3 mile from the 151 intersection. The installation of a gate adjacent to 151 ( to block access on 418B) was approved for restoration through the Hart Prairie Forest Restoration Project. Installation is expected to occur within approximately 3-5 years and until that time, it is best to show the short spur as designated. Until gate installation at 151, there is an existing turn around area 1/3 of a mile on 418B.	Add designation of first 1/3 mile of road to current turn-around area. Once the Hart Prairie NEPA is implemented remove this spur.
<b>518C</b>	This road is shown connecting to Bader Rd. across a private parcel where there is no legal vehicle access. This could result in unauthorized trespass against private lands.	Flagstaff	Correction for 2014 MVUM	Just removing the portion of Bader Rd. that goes through private (the current road alignment is actually shown on top of existing buildings) from the map that goes through a private parcel would still lead motor vehicles to this route. To prevent encouraging trespass through other private parcels between Roundup Trail, it would be best to remove designation of 518C to the intersection with 9014K. This was field checked by Mike Bathen on 6/25/2013 and the intersection of 518C and 9014K would be a feasible location with room to turn-around for preventing motorized vehicle trespass between private lands and the Forest here.	Remove designation of north section of 518C to its intersection with 9014K (pipeline).
<b>535F</b>	Close section of 535F that passes through mud bog in Mill Park (straight part that crosses 9019B). Access is maintained through the realignment of 535.	Flagstaff	Correction for 2014 MVUM	This route is irrelevant because it generally parallels 535 (which is now a through road due to a recent realignment). It is regularly used for access to mud bogs and has resulted in trespass on adjacent. This would be an update on the MVUM to reflect realignment of 535 made through previous NEPA decisions.	Remove designation of FS part of 535 southeast to 535.
<b>761B</b>	There is an old rock pit 100 feet off of 761B that gets regular camping use but needs a spur road to allow vehicle access.	Red Rock	Correction for 2014 MVUM	This area that is generally used year-round for camping and is an old rock pit with compacted soils and no vegetation (hardened campsite). Is less of an impact to designate this short spur than have people park adjacent to the 761B. Adding a short 100-foot spur road provides access to area used for camping and would reflect current use of the area. This change would have no effect on forest resources.	Add 100 foot spur road (761E) for all vehicles, year round.

<b>762L</b>	GIS data does not match up with what is on the ground here.	Flagstaff	Correction for 2014 MVUM	While not visible on the paper MVUM, the GIS line work is incorrect. Need to address connectivity of 762L with FR 235. This road does connect in a triangle. This includes GIS corrections to show routes connecting in data as they do on the ground. None of these corrections will be visible on the printed MVUM due to scale. This change will have no effect on Forest users or Forest resources.	Updated alignment in GIS database.
<b>867A</b>	This route is currently shown as 9420N on the MVUM, but it is signed as 867A on the ground. It appears that the annotation for 867A needs to be added to the map.	Flagstaff	Correction for 2014 MVUM	Annotation issue. This change will have no effect on Forest users or Forest resources.	Add route annotation to 867A as a call-out for the 1/10 of a mile or so before it intersects with 9240N.
<b>9007N</b>	Is the portion of the road east of 222B intersection necessary since it parallels 222B? Maybe 9009N would be better to designate instead of this one. 9007N should be removed from 222B to Hwy 180 as it is currently signed and gated closed	Flagstaff	Correction for 2014 MVUM	Road is redundant for the most part with FR 222B. Access off Hwy 180 is currently blocked by Pipeline gate. This is a pipeline road, which is generally closed to motor vehicle access for safety where there is alternative access. This is an error on the MVUM map. This change will not affect Forest visitor access or have an effect to Forest resources.	Change status to Limited FS Admin Only
<b>90E</b>	Remove portion of the designated 300-foot corridor that is in the Pine Grove Quiet Area.	Flagstaff	Correction for 2014 MVUM	This 300-foot corridor was surveyed by Mike Dechter on 5/23/2013 and includes 2 or 3 potential camping spots in the entire corridor and most are adjacent to the road. The road is open during the summer. A motorized camping corridor would likely result in the establishment of new campsites that would then need to be closed/not accessible during hunting season... is counter productive and seems to conflict with the intent of Quiet Areas in the Forest Plan.	Entire road (both sides) are within Pine Grove Quiet area. Road is gated closed 8/15 - 12/31.
<b>90H</b>	The alignment of this road where it connects to County Rd 90 is incorrect. The current alignment is on a rough two-track road. There is a good forest road just to the north that should be the one designated. Same distance.	Flagstaff	Correction for 2014 MVUM	The 2-track road should be removed from designation and the main road should be designated. The 'main road' is a result of implementing the 2005 Mormon Lake Basin Fuels Reduction Project.	Re-align road so that the northern alignment is designated and the southern alignment is closed. Northern alignment is signed on the ground as 90H.
<b>9121K</b>	This road is about 500 feet north compared to where it is shown on the MVUM (even with GPS enabled)	Flagstaff	Correction for 2014 MVUM	This appears to be an error as the route can be seen on aerials north of where the road is drawn in the GIS database.	Updated alignment based on GPS.
<b>9131U</b>	Designation of this road should be removed. The sole purpose of this road is to provide access to a piece of private land that is accessible from two other Forest Service roads. The 9131U road connects to Hwy 180 and is 0.1 mile from the end of a curve and is not a safe location for a private access road.	Flagstaff	Correction for 2014 MVUM	The road is a two-track lane that doesn't receive regular vehicle use. It was mistakenly included as the MVUM for access to a private land parcel, but this route isn't used for that purpose. Reasonable vehicular access to the private land is provided by two other Forest Roads including 193 and 9234S. This is an error on the MVUM that will not effect Forest visitor access or forest resources.	Remove designation of road.
<b>9234P</b>	Designate this road between intersection with 9003G and 760	Flagstaff	Correction for 2014 MVUM	The 760, 9003G, and 9234P make a 3-way intersection in this area, the 9234P portion should be included for safer traffic and because it is the main route when going from 760 to 9234P. This change to the MVUM would affect <0.1 miles of road to reflect the on-the-ground conditions at this intersection of roads.	Designate this 0.28 mi of road for all vehicles
<b>9240W</b>	This route is grown over and not being used. Short road that goes to a tank along 213.	Red Rock	Correction for 2014 MVUM	There is no existing road here. This is an error that should be fixed on the MVUM and would have no effect on Forest access or forest resources.	Remove from designation.



<b>9247L</b>	This road does not exist on the ground.	RRRD	Correction for 2014 MVUM	There is no road here. There is a nearby old dry tank, but it is no longer used. This is an error that should be fixed on the MVUM and would have no affect on Forest access or forest resources.	Remove from designation.
<b>9248G</b>	Why do we have this little tail of 9248G on the map below the intersection with 9245A?	Red Rock	Correction for 2014 MVUM	This was left over when 620E was undesignated. It is an error. Keeping this spur on the map crosses a drainage and leads to accessing undesignated routes.	Remove small spur south of 9248G and 620E.
<b>9361W</b>	This road is on the MVUM designated for all vehicles, but it doesn't exist on the ground. I went out and took photos of it on 8/13/2013.	Mogollon Rim	Correction for 2014 MVUM	8/15/2013 from John O'Brien, "I have changed the ML in INFRA from "High Clearance" to "Closed-Long Term Storage" to reflect reality. This will keep it from showing on the MVUM.	Road to be removed from the MVUM.
<b>9362Q</b>	The west end of this road is severely eroded and doesn't connect to any designated route. A portion of this route is used for private land access, but the west half of this route isn't needed and is in a drainage.	Mogollon Rim	Correction for 2014 MVUM	Remove the west half of 9362Q from designation past the access road that leads to private (visible on aerials). Keep the east half of this road as currently designated because it is not in a drainage, is used for private land access anyway, and provides access to motorized campsites near the road.	Remove designation of the west half of this road.
<b>9392H/9392K</b>	The 9392H road does not exist on the ground. The 9392K is the actual road used for access to private here.	Mogollon Rim	Correction for 2014 MVUM	Remove 9392H from the map. Since 9392K is a spur that only provides access to private, it is not necessary for designation.	Remove designation of 9392H.
<b>9460J</b>	This route only leads to private land, which already has legal access to this road through a road use permit.	Flagstaff	Correction for 2014 MVUM	0.4 miles of this road is on FS land. This road can be used for parking and hiking on nearby FS lands. Since this road is only a short road connected to Interstate 17 it should be designated highway legal only.	Change designation of road from "all vehicles" to "highway legal vehicles only"
<b>9487H</b>	This road is mostly grown over, in meadow, and adjacent to mud lake. Should be removed from MVUM.	Flagstaff	Correction for 2014 MVUM	This road is grown over and does not receive vehicle use does not provide any additional access and is redundant with nearby roads. This is an error as the road is not drivable by vehicles any more and should be removed from the MVUM.	Remove road from designation.
<b>9736V</b>	Extend this road beyond current location because most camping occurs along this point.	Mogollon Rim	Correction for 2014 MVUM	Field checked 9/29/2013. The camping corridor seemed to accomodate all of the camping in that area. It seems the electronic version accurately represents the area. Unfortunately the MVUM does not. When looking at the MVUM it seems that there are no "dots" signifying a camping corridor at the end of the road. They stop short of the main camping area. This is probably an error in our technology since dots can only be placed every 1/4 mile. To fix this we need to add "dots" to the map where the 9736V terminates.	Make sure motorized camping "dots" are shown to the end of the route on the hard copy map.
<b>Notation issues</b>	The "Blanket Statement for Travel Management" Box says the 300-foot corridors are from the side of the road. The box on the far upper right side of the map says 300-feet from the "centerline" of the road. These seem to conflict.	Forestwide	Correction for 2014 MVUM	The box in the far upper right of the map should be changed to 300-feet from the side of the road to make the map more clear and consistent.	The box in the far upper right of the map should be changed to 300-feet from the side of the road to make the map more clear and consistent.
<b>Wing Mountain Seasonal Road Closures</b>	The seasonal road closures shown for the Wing Mountain Area do not match-up with where the gates are on-the ground. The seasonal closure on 222 needs to be continued along 222A to 518 to 519 make a complete loop. It should then be extended south on 518 to where 518 intersects with 9231Q. Also the seasonal closure on the east side of 222 should be extended to the 222/180 intersection.	Flagstaff	Correction for 2014 MVUM	Closures on the 2013 MVUM were based on the 1987 Forest Plan restricted area boundaries. Needs to be updated based on where gates actually exist on-the-ground.	Minor edits to seasonal closure designations in this area.

<b>538 from MP 6.8 (jct with 231A or 538D) to the end; 538D; 538H; 538A; 535 from 231 to 536; 536A; 535A</b>	I'd like to suggest some roads to display as "open to all vehicles" rather than "open to highway-legal vehicles only"  FSR 538 from MP 6.8 (jct with 231A or 538D) to the end; 538D; 538H; 538A; 535 from 231 to 536; 536A; 535A  These are all level 2, some pretty rough, and we could remove the implication that they are main roads, or passable by passenger cars.	Flagstaff	Correction for 2014 MVUM	The 2011 TMR decision made all roads designated with maintenance level 3 or above as a "highway-legal vehicles only" designated roads. Maintenance level 3 means the road should be maintained for passenger vehicle access. However, this does not reflect the actual condition of the road nor mean there would be any issues with mixed motor vehicle traffic. None of these roads identified here would be a safety issue with mixed traffic due to low traffic levels, they are not through roads, and most are far away from the nearest highway. We regularly receive complaints from the public who mistake the "highway legal vehicles only" designation to mean "well-maintained road." These changes on the MVUM would not result in any impacts to Forest resources.	Change road status from designated for "highway legal vehicles only" to designated for "all vehicles"
<b>151E</b>	Show as designated for "all vehicles" seasonally from 9/1 to 11/15 each year.	Flagstaff	Correction for 2014 MVUM	This change to route designations was Approved under "Hunter Access to Aspen Depredation Area Categorical Exclusion" July 6, 2013.	Add designation for "all vehicles" seasonally from 9/1 to 11/15 each year.
<b>553</b>	Show as designated for "all vehicles" seasonally from 9/1 to 12/31 each year.	Flagstaff	Correction for 2014 MVUM	This change to route designations was Approved under "Hunter Access to Aspen Depredation Area Categorical Exclusion" July 6, 2013.	Add designation for "all vehicles" seasonally from 9/1 to 12/31 each year.
<b>6437</b>	Show as designated for "all vehicles" seasonally from 9/1 to 12/31 each year.	Flagstaff	Correction for 2014 MVUM	This change to route designations was Approved under "Hunter Access to Aspen Depredation Area Categorical Exclusion" July 6, 2013.	Add designation for "all vehicles" seasonally from 9/1 to 12/31 each year.
<b>9002V</b>	Show as designated for "all vehicles" seasonally from 9/1 to 12/31 each year.	Flagstaff	Correction for 2014 MVUM	This change to route designations was Approved under "Hunter Access to Aspen Depredation Area Categorical Exclusion" July 6, 2013.	Add designation for "all vehicles" seasonally from 9/1 to 12/31 each year.
<b>9215B</b>	Show as designated for "all vehicles" seasonally from 9/1 to 12/31 each year.	Flagstaff	Correction for 2014 MVUM	This change to route designations was Approved under "Hunter Access to Aspen Depredation Area Categorical Exclusion" July 6, 2013.	Add designation for "all vehicles" seasonally from 9/1 to 12/31 each year.
<b>9121G</b>	Show as designated for "all vehicles" seasonally from 9/1 to 12/31 each year.	Flagstaff	Correction for 2014 MVUM	This change to route designations was Approved under "Hunter Access to Aspen Depredation Area Categorical Exclusion" July 6, 2013.	Add designation for "all vehicles" seasonally from 9/1 to 12/31 each year.
<b>9129D</b>	Show as designated for "all vehicles" seasonally from 10/1 to 12/31 each year.	Flagstaff	Correction for 2014 MVUM	This change to route designations was Approved under "Hunter Access to Aspen Depredation Area Categorical Exclusion" July 6, 2013.	Add designation for "all vehicles" seasonally from 10/1 to 11/15 each year.
<b>708D</b>	Remove motorized camping corridor to address tribal concerns about potential indirect impacts to archeological sites.	Flagstaff	Correction for 2014 MVUM	Site-specific survey by Forest Service archeologists identified portions of motorized camping corridor as shown could potentially result in impacts to archeological or historic sites.	Remove portion of 300-foot motorized corridor on south portion of the route.
<b>644H</b>	Remove motorized camping corridor to address tribal concerns about potential indirect impacts to archeological sites.	Flagstaff	Correction for 2014 MVUM	Site-specific survey by Forest Service archeologists identified portions of motorized camping corridor as shown could potentially result in impacts to archeological or historic sites.	Remove portion of 300-foot motorized corridor on south portion of the route.
<b>708</b>	This road is shown with a 300-foot motorized corridor even though more than 99% of the road cannot be driven off due to topography and rocks.	Red Rock	Correction for 2014 MVUM	Site-specific data was collected and 14 miles of the 300-foot corridor was removed so that short spur roads could be added to provide access to the only places where there are places to turn off the road for access to existing campsites	Replace 300-foot motorized camping corridor with GPS'd spur routes.

<b>Kelly Motorized Trails</b>	The implementation of the 2012 Kelly Motorized Trails Project has resulted in there now being more designated OHV routes available for being shown on the MVUM. Remove motorized trail 234 from the MVUM because it is closed for public safety due to an active logging project. Should remain closed most of 2014.	Flagstaff	Correction for 2014 MVUM	Received GIS data from Pat Mcgervey with information as to what should be added/removed from Kelly Motorized Trail system based on current and expected status in 2014.	Added portions of motorized trails 230. Added segment of 234 west of Forest Road 700. Removed designation of segment of motorized trail 234, where it occurs east of 235 until active forest treatments are completed.
<b>152A</b>	The district approved Four re-routes to the 152A route on 7/13/2012 and has received state grant funds to implement these realignments over the next few years. This is an O/G road maintenance project to address soil and watershed concerns, as well as to provide a more durable road surface for the volume of jeep tour and non-commercial OHV use.	Red Rock	Correction for 2014 MVUM	Two of the four realignments have been completed thus far. Data on the new 152A alignment was provided by Jeff Gilmore 2/6/2014	Correct alignment of 152A to reflect new alignment.
<b>9012L/506A</b>	9012L is in the Railroad ROW, it should be removed from the map because there is no FS easement on this road and its use can be dangerous. The 506A road only functions to provide access to 9012L and should be removed as well.	Flagstaff	Correction for 2014 MVUM	These roads were surveyed February 2014. The 9012L emptied onto the RR tracks several times and thus is exceedingly dangerous to show on the map for public motorized use. This entire road is in the railroad ROW (where there is no public easement) and all FS signs have been removed.	Both roads removed from the MVUM.